

COUNTRY

East Germany

DATE DISTR. 6 February 1952

SUBJECT

Status of East German Railroad Construction Projects

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NO. OF ENCLS
(LISTED BELOW)

2 (2, pages)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

25X1X

REFERENCE COPY
CIRCULATE

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1. [REDACTED] obtained the following information from [REDACTED] the Berlin regional railroad headquarters:
 - a. Because of a shortage of rails and skilled labor, the connecting curves at Wildpark and Delzig will not be completed until 15 October 1952. The completion date for the connecting curve at Brandenburg has been postponed to 1 November 1952.¹
 - b. The spans for the second track of the railroad bridge over the Oder River at Frankfurt/Oder are to be placed in position on 15 November.²
 - c. The last span for the second track of the Oder bridge at Kuestrin was not completed, because the 10 tons of steel required for this span could not be procured.³
 - d. The completion date for the new classification yard between Frankfurt/Oder and the Oder river is said to be 31 December 1952.⁴
 2. In early September, source observed that the spur track under construction in the Vogelsang area extended from Vogelsang as far as Grossvaeter. The earthworks for this track are completed on a 3-km stretch reckoned from its junction with the main railroad line. At that time the roadbed consisted of a 30-cm layer of sand. Rails and ties have been piled up on the course of the spur track. The arrival of ballast had not been observed by early September.⁵
 3. In early September, source observed that work on the reconstruction of the railroad viaduct in Goerlitz was started on the Polish side of the bridge.⁶
 4. In early September, source observed preparations for reconstruction work on the first span of the railroad viaduct at Goerlitz beginning from the Polish side of the river.⁶

CLASSIFICATION

SECRET

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5. By studying the slow-down regulations of the Magdeburg regional railroad headquarters, source learned that double-track operations were started on the Sandersleben-Miersleben railroad line section on 3 October 1952.⁷

6. [redacted] obtained the following information from Berlin regional railroad headquarters:

- a. In spite of all efforts made, the Hordring Berlin project could not be completed on 15 September as scheduled. The new completion date was 1 October. Work was being done only on the southern track. Source believed that it would be possible to start railroad operations between Hakenwerder and Hakenburg on a single-shift basis on 1 October. However, it appeared to him that the railroad overpass, the connecting curve and the railroad bridge over the Hake River at Karow would not be completed by that date.⁸
- b. Work on the staking out of the second stage of the Hordring Berlin project is expected to be started in early October at the latest.
- c. A double-track link is scheduled to be built between the southern section of the Berlin Outer Freight Line and the Hildesheim-Harburg railroad line. The project will be very expensive because the terrain in the area is hilly and swampy. Moreover, as the new line will cross the Berlin-Magdeburg trunk line west of Hildesheim, several connecting curves must be built. The project also involves the construction of some railroad bridges, including one over Lake Tornow.¹⁰

7. In mid-September, source obtained information on the improvement of the Breders-Schoena railroad line. Rails and ties were seen piled up along almost all the line between Breders-Idersdellitz and Koenigsstein. The laying of rails was observed at the Leidenau railroad station. In mid-September, the second track had been laid only for use as short-passing sidings between Breders and Leidenau and at the Breders and Koenigsstein railroad stations.¹¹

8. In mid-September, source observed that the Breders freight station was closed to civilian traffic because it was jammed with construction materials of various types. Long diesel locomotives, which had a gauge of 100 mm, new rails, and sections of prefabricated houses were seen. Night and day shifts of trucks hauled the sections of the prefabricated houses to Glesse. According to the Breders station master, work on the construction of a railroad line to Cobbin was to be started in the second half of September.¹²

9. On 17 September, a conference was held at the Erfurt regional railroad headquarters. The construction of a new railroad line from Vacha to Unterbreisbach was discussed. The new line, which will parallel the previous one, will run exclusively on East German territory. Earthworks required for the project have been started. The completion date for the new line is December 1952.¹³

10. In early September, source observed that a new loading ramp and two loading sidings were under construction at Pictach.¹⁴

11. On 20 September, source observed that work on the laying of ties for the Vogelsang-Scherfede railroad line was started from Vogelsang.¹⁵

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12. In early October, source learned at the Berlin regional railroad headquarters that a second track was under construction on the Jüterbog-Ludwigsfelde railroad line.¹⁵
13. On 11 September, [redacted] regional railroad headquarters that the completion date for the Litzow-Glowe railroad line was 31 December.¹²
14. On 19 September, source observed that the spur track which was being built from Vogelsang will have a total length of 13.5 km. The ties will be placed on a layer of sand and no rock ballast will be used. Rails were not available. The line runs south of the Vogelsang railroad station in a south-southeasterly direction, crosses the Lohdenick-Terolind highway and then continues toward a point south of Brunewald.⁵
15. For testing purposes, concrete ties had been installed on the Chesow-Jelast railroad line. On 10 September, source observed that those ties had been replaced by wooden ties, because the concrete ties had become unusable after six months.¹⁶
16. On 16 September, source observed that the Rumnitz railroad construction project consisted of two tracks (tracks 1 and 2) running parallel to the Torgelow-Tresin railroad line and a spur track (track 3) 2.6 km long. About 200 railroad cars with construction materials were unloaded daily on tracks 1 and 2.¹⁷
17. On 26 September, source learned at a conference held at the Deutsche National Railroads, Berlin, that traffic on the Torgelow-Berlin was scheduled to be started on 5 October. For the time being, a speed limit of 20 km per hour was fixed for trains operating as far as Pirchwerder. Test runs were to be made on 3 October.

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1. [redacted] Comment. Information on the construction of these three connecting curves was transmitted previously. [redacted]
2. [redacted] Comment. The completion date for the double-tracking of the railroad bridge near Frankfurt/Oder is 31 December 1952. [redacted]
3. [redacted] Comment. [redacted]
4. [redacted] Comment. Information on the construction of this railroad station was transmitted previously.
5. [redacted] Comment. Information on this construction project, probably a spur track leading to the new Soviet airfield in Schorfheide, was transmitted previously. [redacted]
6. [redacted] Comment. These data confirm previous information on reconstruction work on the destroyed railroad viaduct over the Neisse River at Meerlitz. [redacted]

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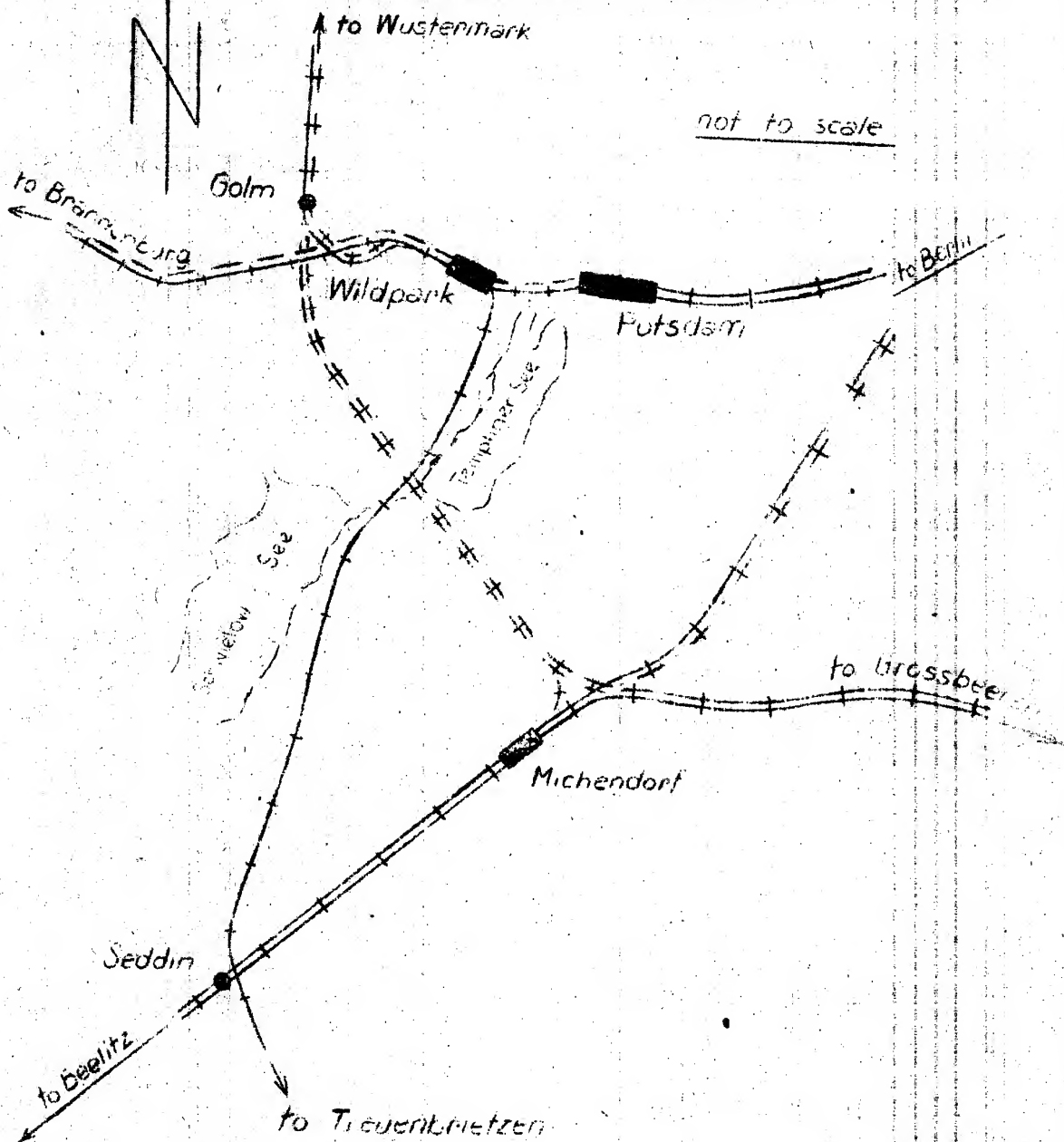
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Golm - Michendorf section of the new
constructed "West-Berlin."

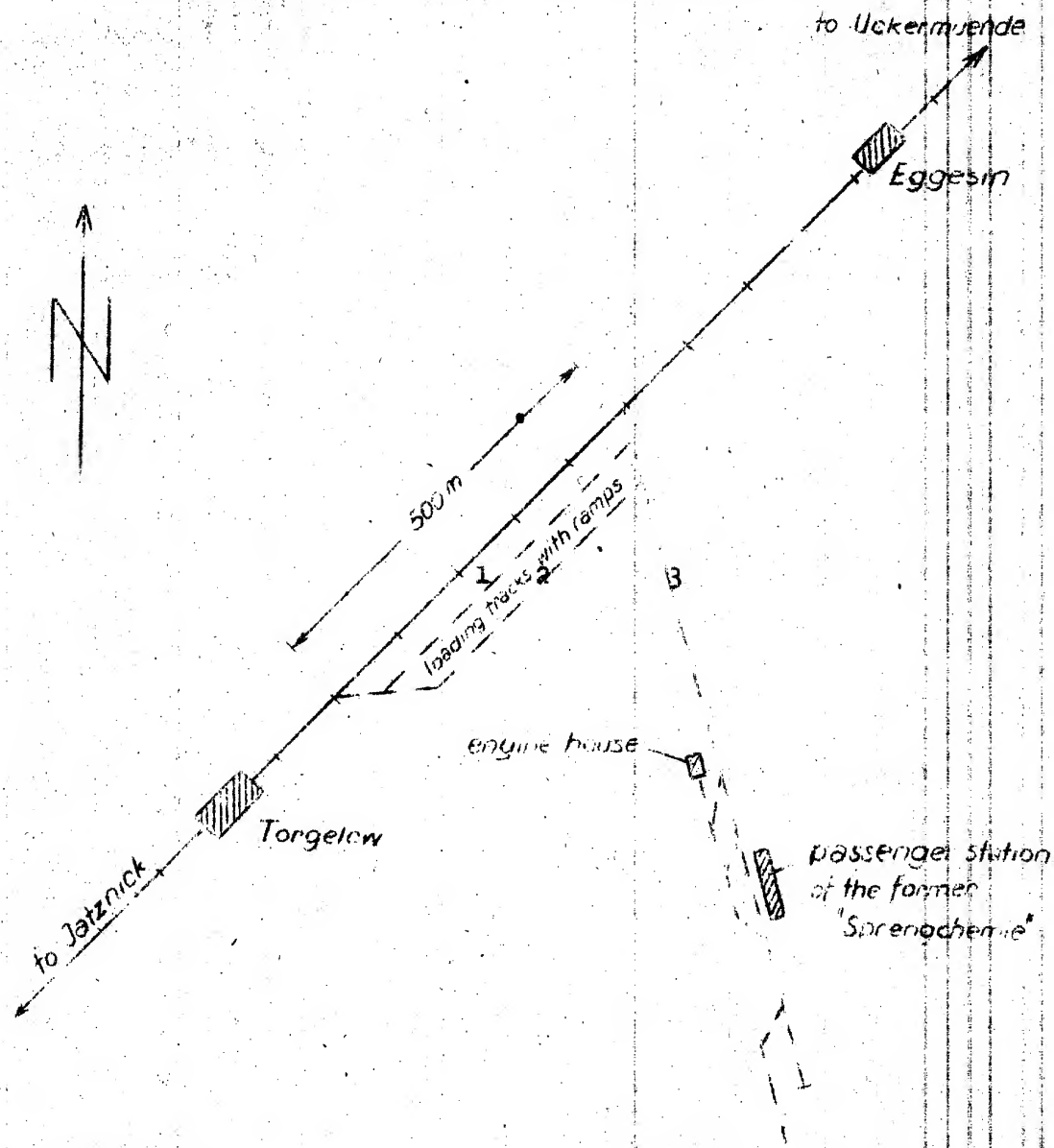
not to scale



Legend:

- ==== double-track line
- ==+== second track under reconstruction
- +--+ reconstruction of second track planned
- ==+== scheduled construction of a new double-track line
- single-track line
- .-.- distant single-track line

spur track under construction in Torgelow - Esin area



Legend:

- +—+—+— single-track line
- - - - - spur track and sidings under construction

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